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Volume XXXV. Number 14.

LOUISA, LAWRENCE COUNTY, KENTUCKY, DECEMBER 12, 1919.

M. F. CONLEY and E. K. SPENCER, Publishers

GOOD ROADS OR MUD HOLES

On Dec. 20th the People of Lawrence County Will Say Which They Prefer at the Same Price.

Four Main Roads to be Built With 70 percent Gift Money and 30 per cent of Ours. Read the Facts Yourself and Ignore the False Reports Being Spread to Fool the People.

Saturday, Dec. 20th, 1919, the polls will be open at the regular voting place in each of the 19 precincts of Lawrence county, at which every legal voter may vote for or against an issue of bonds to build hard roads.

The amount proposed is \$250,000, to which the State of Kentucky will add \$553,310 as a gift, making a total of \$803,310, with which to build good roads in Lawrence county. Also, we expect to receive a large gift from the National Government if our application gets in before the present appropriation is exhausted. This would increase the fund considerably beyond a million dollars.

Four Roads to be Built.

Four roads are to be built at once, as this is provided for in the petition and the Court order and can not be departed from. These four roads lead to the county line of Martin, Johnson, Morgan and Boyd. The Boyd road will go by way of East Fork for a considerable distance and will later serve also as the inter-county road to Carter county. As the State furnishes most of this money the roads must start from a county seat and follow a practical route toward the county seat of an adjacent county.

Advisory Board Appointed.

The Fiscal Court has appointed the following Road Commissioners to act as an advisory board in handling this big enterprise if the people vote favorably on the proposition:

Dr. W. W. Wray, J. H. McClure, Dr. C. B. Rice, A. Collinsworth, V. B. Shortridge, M. M. Burgess, C. F. Osborn, G. R. Vinson and M. F. Conley.

The bonds are to run 30 years or be redeemable at any time after five years that the county may desire.

No Extra Cost.

By good business management on the part of the Fiscal Court and the Commissioners the county can build these roads and pay off the bonds in thirty years without increasing the rate of taxation now exacted. In other words, the people can trade off the mudholes for good hard roads in an even swap, by accepting the help of the State and nation.

Here is how it can be done: The bonds will be issued only as the money is needed. By the time the work is completed the road fund will amount to \$250,000 per year or more. On development will probably bring it to \$25,000. Most of the mud holes into which the road fund is now being dumped will be gone. The bonds are limited by law to 5 per cent interest. The amount per year for the sinking fund is optional with the court. It may be \$500 or \$1000 or any other amount. \$13,000 will take care of interest and sinking fund at first, leaving sufficient to take care of other road emergencies. The oil development and production will add values enough to pay the regular road fund up to a much larger fund, enabling us to increase the sinking fund rapidly each year. The law permits the sinking fund to be loaned on real estate at six per cent. In 30 years this return from interest, compounded as it will be, will play a surprisingly large part in paying off the bonds. After the first four or five years it will be an easy proposition.

Another Way to Figure.

The law limits the taxation to 30 cents on the \$100 for road purposes. (We are now paying 21 cents.) If we should go to the limit it makes \$390 on the thousand of a man's assessment. For example: If his assessment is \$1000 he can only be made to pay \$390 per year road tax, the now pays \$2.10 for mud holes) and at the county's present valuation will only take 15 years to pay off the \$250,000 bond issue.

At present we are spending \$18,000 per year mostly for filling mud holes and at the present increase in road traffic owing to the oil development in the county it will undoubtedly require double this amount to keep the mud roads at all passable. Just count this up for yourself at this rate of wasting \$35,000 each year on mud holes that is forever gone from us we would waste enough money in 7 years to pay off the \$250,000 bond issue. The only way to stop this waste is to vote for the bond issue and spend the money in making permanent roads which will soon give

us a hard road system for the same money we now waste in the mud.

State Engineers.

State engineers supervise the work and check up the estimates and accounts to see that no money is wasted, stolen, squandered, or inefficiently spent. Location, drainage, material, contracts, and everything must be passed upon by these engineers. These, with the Fiscal Court and the advisory Road Commissioners named above, should be sufficient to satisfy everybody that the money will be honestly and efficiently spent.

Cost of Roads.

The cost of hard roads is one of the points most frequently discussed and is one of the most vital points. There are many different kinds of surfaces available, some of which are so expensive as to be beyond consideration. What Lawrence county should do is to build hard roads that will get us out of the mud and keep us out, but they need not be of the most expensive type known. Using State aid money we shall be forced to build roads that will come up to the standards of the State department, and that is good enough. The best basis of cost we know of comes from a Lawrence county engineer who has been employed for the last two or three years by the State Roads department to supervise the building of inter-county seat roads in the mountains of southeastern Kentucky.

His name is J. Richard Johnson, son of George F. Johnson, deceased, who was county clerk of Lawrence county for 16 years. When in Louisa a few months ago Mr. Johnson was asked about the probable cost of building approved State aid roads in Lawrence county and he made an estimate of \$12,000 per mile, except for an occasional piece of extra heavy work, of which there are but very few on the four roads proposed.

\$833,310.00, without any national aid, would, under this estimate, build three of these roads to the county line and the other one to Blaine town.

Then For the Finish.

It is the history of every county that has built any considerable mileage of hard roads that the people find it easy to finish the job by extending the road system to all main roads in the county. This is only the beginning of the greatest enterprise ever undertaken in Lawrence. The increase in farm products, poultry, and everything that goes to market is so great that the increased wealth thus created takes care of the enterprise. The young men stay on the farms when they have good roads over which they can go and come with speed and without drudgery, and when they can get their products to market easily at any time. It is no wonder the best of the young men have made out of Lawrence county under present conditions, say good-bye to home and loved ones, and scrape off the mud of the old county forever.

In addition to getting good roads for nothing, think what it will mean to the people in the county to have nearly or quite a million dollars spent in their midst. Every citizen, including the women and children, will get some of this money unless they are too lazy and shiftless to work or to have anything to sell.

The Last Chance.

This is the greatest opportunity ever offered to the people of Lawrence county and it is predicted by some of the best business men that if the people do not take advantage of it, this will be the end of the good roads movement in this county during the present generation. As it is impossible to get up a better one there would be no use in wasting time on another election.

To refuse it would be the same as refusing a gift of a good roads system and nearly a million dollars spent in our midst.

Lawrence is the only county in the Big Sandy valley that has not yet voted a bond issue to get the State aid money. It would be a disgrace for us to break this excellent record.

The Kentucky Statutes of 1918, page 837, says:

"In counties having an assessed valuation of \$5,000,000 and less than \$6,000,000, seventy per cent shall be paid out of the State road fund and the remainder shall be paid by the county."

Lawrence county's assessed valuation is \$5,527,365.

A bond issue is not what it used to be. No state or national gifts were offered until recently. No supervision of the work by state engineers was possible in the old days. Now the roads are built that way and there is no chance to squander the money thru incompetence or ignorance.

Where Are We Now?

For six years Lawrence county has

been paying nearly \$2000 per year into the State road fund. Look at your tax receipt. It is shown as a separate item. Every dollar of this is being used by counties that are enterprising enough to build good roads. Thus we are helping the counties that help themselves, but have so far failed to get into line for good roads and to get our money back.

We are dumping our road funds into hopeless mud holes which return every time there is a season of rain. It is worse than waste.

No set of county officials can take \$15,000 or \$25,000 a year and convert the mud roads of Lawrence county into good roads, or even maintain passable roads the year round. A large sum of money, such as is now offered to us, is the only possible way to get good roads and stop the present waste.

Now it is impossible to get to market except at certain times and then with only small loads drawn by horses or oxen. Everybody comes at once at the favorable dry periods and the markets are glutted.

Many of the best farmers are moving away to where there are good roads, or into the towns with railroad facilities. Young men are refusing to stay in the county. They all say life is too short to waste under such disadvantages and discomforts. When a county loses a good live citizen it sustains a real loss. After all, the citizenship is what determines the standard of a county.

Answering the Objections.

Strange to say, there are a few people in the county fighting this great proposition. From some of them at least, there were grounds to expect a broader, more unselfish position. But the real trouble is apparent in each case.

Most of them want the first road to pass alongside their farms. This is impossible for everybody, and the only remedy is to help get the system of roads started and it will eventually reach into all sections and benefit the entire population. If we refuse to start under the plan now offered there is no chance to ever start. The bond issue is almost to the limit of present valuations and therefore no greater sum at one time can be raised. Under good business management it should cost no citizen any more to get these roads than to do without them.

Some persons want to start building at the county line or near their homes along the route. That would be like beginning to build a railroad at the far end of the route. Did you ever hear of such a foolish thing being attempted? Railroads are built by business men. Of what use would a little piece of hard road be with no connection with any destination? The State can not give money on any such impractical scheme. Under the Constitution, every county must have a county seat. These inter-county seat roads must start from a county seat and follow a practical route leading to another county seat. The mile of road nearest the county seat is used by more people than any other mile of road in Lawrence county, because almost everybody makes trips to the county seat in the course of a year. The ten miles nearest the county seat is used more than any ten miles further away. The same holds true of any mileage considered. These are cold facts which we are forced to admit, regardless of any argument to the contrary.

It Is Your County Seat.

The county seat belongs to the people of the county. Every tax payer is a part owner. The county buildings are there, your courts meet there, your county officials are required by law to have their offices at the county seat.

No Bridge. If anybody tells you a bridge must be built across the river at Louisa, they are trying to deceive you. There is already a bridge there, and the county owns a fine bridge less than three miles up the Levisa fork, in line for the Martin county road. This is the railroad bridge the C. & O. railway practically gave to the county when it built a new bridge just a short distance away.

To the People of Lawrence County: Louisa Ky. Dec. 10 1919.

I think it is time to tell the truth about a matter that comes up every time there is an election of any kind.

For many, many years one of the favorite schemes of cheap and unscrupulous politicians in Lawrence county has been to stir up strife and enmities in the county against the town. They tell the people there is a "town clique" and that it is a terrible organization of grafters and suckers and thieves, living off of the county by mysterious and rotten methods, which they can not explain.

We often wonder why anybody would believe such thin stories, but this old story has created a prejudice in the minds of many county people who do not stop to investigate or think about the matter.

Louisa's population is about 80 per cent country people. Moving to small towns of Louisa has not damaged their characters. Whether they are honest or dishonest is not determined by whether they live in town or in the country. There are some people of both kinds living in the town and also in the country. It is time to quit talking such foolishness.

The largest store in Louisa is owned by a man who moved to Louisa from the country two years ago. He has already been elected a member of the City Council. 80 per cent of the mer-

chants in Louisa are men from the country. We have one Jew merchant who was born in Poland, Russia, and if he had been permitted to choose the place to be born it would have been Prosperity, Lawrence county, Ky., where he started in business. Our doctors and lawyers are nearly all country men and they are not ashamed of the fact.

Nobody in Louisa is stealing anything off of the county. Most of the people living here are working more than eight hours a day to make a living, some of them averaging nearer 12 hours.

A "town clique" is impossible. There are factions always working against each other in Louisa, be it admitted to the discredit of the town. But this is said to be true of every small town. For this reason if for no other the town clique ghost is one of the sickest jokes in captivity.

Pays Nearly One Fifth.

Louisa is not sold for the county bond issue. Some town people will vote against it because Louisa pays nearly one-fifth of the road taxes, and all other taxes of the entire county. They are afraid hard roads will cost them more than the present taxes they are paying, and will not take any chances. They say they do not use the county roads and that Louisa has already voted to bond itself for \$150,000 to pave the streets and that all they are interested in. Of course this is a selfish position, but it seems impossible to get everybody to take a liberal view.

Also, they call attention to the fact that Wayne county, W. Va., is now letting the contract for a hard road from Fort Gay, (just across the river from Louisa) to Kenova and that they can use that road to get out of Louisa. It will be built in 1920.

If the bond issue carries, the county vote must do it. The town has a number of public spirited men who will vote for it, but just how many is uncertain.

The writer of this is first an American, next a Kentuckian, then a citizen of Lawrence county, and last and not least a resident of Louisa. He has lived here a good many years and has never found any prejudice against country people. The town and country people ought to have a true brotherly feeling. Their interests are the same and if they would all pull together our county would prosper and be an ideal place to live. This is the finest opportunity to start we ever had. Vote for the bond issue and as soon as these roads are built, help to get another one that will build all the other main roads.

LAWRENCE COUNTY CITIZEN.

ELECTION FOR BOND ISSUE TO BUILD ROADS

At a regular term of the Lawrence County Court begun and held at the Court House in Louisa, Lawrence County, Kentucky, on the 30th day of October, 1919, with Hon. Billie Riffe, regular Judge, presiding.

Upon this day came 150 and more, legal voters and free holders and residents of Lawrence county, Ky., and filed with the Judge of the Lawrence County Court, Billie Riffe, the following petition:

To the Honorable Judge of the Lawrence County Court: We the undersigned legal voters, free holders and residents of Lawrence county, Kentucky, do hereby respectfully request that you order a special election in said county on Saturday, December 20, 1919, for the purpose of voting upon the question whether or not the Fiscal Court of Lawrence county, Ky., shall issue bonds to the amount of Two Hundred and Fifty Thousand Dollars for the specific purpose of constructing four inter-county seat road or paved roads, each of said roads to have the same annual mileage of construction, until complete to their destinations, the location and the route of each of said four roads to be as follows:

One road from Louisa up the Point, the most direct and practical route to the Martin county line.

One road up Lick creek and across the Patrick Gap to the Levisa river road and up the Levisa river road to Georges creek, thence the most direct and practical route to the Johnson county line.

One road from Louisa to the Morgan county line by way of Blaine.

One road from Louisa, the most practical route to the Riffe cross roads on East Fork by way of Miller Branch, thence to the Boyd county line.

Whereupon and pursuant to the filing of the above said petition it is ordered that an election be held in Lawrence county, Kentucky on Saturday, December 20, 1919, upon the question: "Are you in favor of issuing \$250,000 in Bonds for the purpose of building roads and bridges?" It is therefore ordered by the court that Wm. Taylor, Sheriff of Lawrence county, advertise said election and the object therefor for at least thirty days next before the day thereof in some newspaper having the largest circulation in the county and also by printed hand bills posted up at not less than four public places in each voting precinct in the county and at the Court House door.

W. M. TAYLOR, Sheriff.

TOBACCO PRICES HIGH.

Farmers at Gallup raised some tobacco this year and have sold the crop at 35c to 40c per pound. Lawrence county produces a good quality of the weed, but only a few farmers are growing it.

MOVED TO FLORIDA.

F. B. Brown, formerly of Louisa, but late of West Virginia, has bought a farm in Florida on which there is an orange grove in bearing. He has moved there and expects to remain permanently. He is a good citizen and we wish him the best of luck.

FROM THE VOTERS OF UPPER BLAINE

We want to know through the Big Sandy News what roads the county intends to build and the money on if the bond issue carries? If it will be spent up and down the river we are opposed to it. If it will be divided in the right way we are for it. So we ask for explanation. We want Big Sandy News to state just how it will be. If they are four roads, what four and whether equally divided or not.

UPPER BLAINE VOTER.

(If you will read the order of court published in this issue and for four weeks past, and posted in all precincts in Lawrence county by the Sheriff, you will find the answer to your questions. The four roads are named therein. —EDITOR.)

Andy New Dies at Age of 78

Andy New, Sr., died at his home in Fort Gay Tuesday morning, after an illness of only a few days. The body was taken to a family burial ground a few miles up the river on Wednesday for interment. He is survived by the wife who is almost her husband's age and in very feeble health. Also by a son and daughter, and grandson, Andy New, Jr., and two other orphan grandchildren. Mr. New was 78 years old and was a good citizen. He was industrious and frugal and had accumulated a fair sized estate. Recently he sold the Lackey property in the lower part of Louisa and moved to Fort Gay.

SPEECH FOR GOOD ROADS AT LOUISA MONDAY, DEC. 15

Hon. Tim Scanlan, of Huntington, an entertaining speaker of more than ordinary ability, will make an address on the subject of good roads at the court house in Louisa at one o'clock on Monday, December 15, which is County Court day.

Mr. Scanlan is a practical road man of extensive experience. He is now engaged in cutting a boundary of timber in this county, and this fact has brought him face to face with road conditions here. He can tell the public how to handle this proposition. No one who can possibly come here on this occasion should fail to do so. All will be well repaid.

At City Hall Monday Night.

Mr. Scanlan will speak also at the city hall in Louisa Monday night, the 15th, in regard to the street paving. Everybody should hear him.

W. L. Ferguson Has Sold His Store

W. L. Ferguson has sold his store to Bert L. Sparks, who will take charge January 1. Mr. Sparks is a son-in-law of M. E. Sparks and is a hustling young man. He has moved to Louisa already.

Mr. Ferguson will move to Huntington, Louisa regrets very much to lose him and his family.

Railroad Track Blown Away by Blast

Trains on the Big Sandy division were delayed several hours Tuesday and Wednesday by the track being blown down the river bank near Beaver. A contractor was blasting a road bed for a side track and loaded seven holes with dynamite and discharged all at one time. The blast tore out the main track for several rail lengths. All the men within reach were hurriedly gathered and worked all night along with a wrecking train to restore the track to position.

COAL STRIKE IS AGAIN CALLED OFF

President Wilson's proposal to the coal miners has been accepted and work is to be resumed immediately. The miners got 14 per cent increase in wages and the operators have agreed to pay this without adding it to the selling price of coal.

The union leaders, evidently were glad to settle it, as they had lost all public sympathy they ever had and the death of unionism is threatened.

The strike cost the country hundreds of millions of dollars and working men in other lines thrown out of employment. The fight against union radicalism must not stop.

TURKEY DINNER AND OTHER REFRESHMENTS

Attend the turkey dinner at the M. E. Church South Friday evening of this week, beginning at 4 o'clock and running until about 9 o'clock or after. In addition to serving a regular and very delicious turkey dinner, the ladies will accommodate persons who desire to be served only with ice cream and cake, or cream, cake and coffee. In this way everybody will be accommodated. All are invited.

Mrs. Cora Ferguson, 27, died in Huntington. She was the daughter of Mr. and Mrs. Clate Johnson, of Wayne county, and wife of C. E. Ferguson.

FORMER SOLDIER WRITES IN FAVOR OF GOOD ROADS

Zelda, Ky., Nov. 25, 1919.

Editor Big Sandy News:

If you will donate me a small space in the columns of your valuable paper I would offer for your approval an opinion in connection with good roads in Lawrence county. Inasmuch as I am one of this county's products it is only natural to assume that I have the interests of its good people at heart.

To say that we have good roads would be prevaricating, to say that we have good "trails" would be a very fair statement. I have traveled the roads of the heathen Chinese, of the Japanese, of the Hawaiian and the roads of the savage Philippine and in none of these countries have I seen roads as bad as are to be found in Lawrence county.

The trails of the Philippines are usually traversed by two wheel carts drawn by the caribou or water buffalo in the mountainous regions the natives carry their burdens upon their heads as a method of transportation. This system is quite commonplace with the Philippine. Will it eventually be commonplace with us?

On Sunday morning, May 1, 1898, Admiral George Dewey sailed into Manila Bay and attacked and destroyed the Spanish fleet thereby winning for America one of its greatest naval victories. At the conclusion of peace with Spain we paid to the Spanish government \$20,000,000 for the Philippines and have since that time spent millions of dollars in educating and civilizing its people. But let me suggest that inasmuch as the Philippine is only learning to be human, there is an excuse for his shortcomings, but there is no excuse for us unless we have deteriorated to the class and type of man on whom we are spending millions to educate. Possibly we are afflicted with "money hydrophobia" since the disease is said to be contagious and we haven't the time to think or bother about a small item as building or repairing our roads. However, be that as it may, let me suggest that it is time we were doing things on the road question or like unto the Philippine we will be carrying our burdens upon our heads, since our "trails" will no longer be accessible to vehicles.

It has been suggested at this writing that twenty years ago we were paying approximately \$2,000,000 taxation per annum and at this time are paying about \$5,000,000. Twenty years ago we had very good roads in this county, but how about today? The half-dressed Philippine would do better, most assuredly he would want to know what was being done with his money.

Wherein then does the trouble lie? The only county official that we happen to see in this end of the county is the Sheriff collecting taxes. Possibly it's a case of "taxation without representation." It seems that the man who put "pep" in pepper is very badly needed in the good old county of Lawrence and the good citizens who pay this enormous taxation should get on the job and do a little house cleaning on their own account. Do that, Mr. Voter, in your next county election.

F. MARION SOARD,

Former Captain, U. S. A.

Items About the Local Oil Field

The good well on F. R. Bussey's place has been cleaned out and was tubed yesterday. It will be put to pumping at once.

Another well on L. S. Alley's farm on Two Mile was drilled in a few days ago and looks to be about an average producer for that locality.

No. 4 on the Conley lease was shot Tuesday and will make a paying well, but not as good as the others on this tract. No. 5 is being started.

Drilling has started on the Weaver farm of 65 acres on Knob Branch, upper Blaine.

G. C. Sweetnam has arranged for a well to be drilled on a tract of his land near Wilbur. This will test new territory.

HANDSOME RETAIL OF THE BAKERY NOW OPEN

The retail room and soda fountain of the Lobach company opened for business on Thursday of this week. They sell pastries, confectioneries, ice cream, etc., of the choicest kinds and the soft drink equipment is the most attractive that can be found in cities of several times the size of Louisa. It is a handsomely furnished and finished room, lighted by electricity. The soda fountain and the tables and seats are right up to date. It is a credit to the town. Miss Minnie Stone is in charge of this department.

M. E. CHURCH SOUTH.

Rev. J. D. Bell is considerably improved in health and has resumed all regular services. He preached twice Sunday, being assisted in the morning service by Rev. H. B. Hewlett.

NEGRO GETS PARDON BY SAVING A LIFE

Frankfort, Ky.—Imprisoned for taking a life, Eli Carey, negro prisoner from Clark county, earned his freedom by saving a life, and was paroled by the Board of Control for checking a mob during a race riot in the convict road camp in Pike county in August, 1918, an episode heretofore never reported.